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CENTRAL INTELLIGENCE AGENCY

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2. Backlog of Loaded Cars.

Breakdown according to places of destination.

Date 1951	Total of cars	Aue area	Poland and USSR	Baltic Sea Ports	Inter-zonal traffic	Sweden via RR ferry	Czecho-slovakia
27 Feb	1,098	87	651	172	-	188	-
28 Feb	1,119	103	596	172	75	173	-
3 Mar	1,195	116	617	219	104	139	-
4 Mar	671	121	160	135	105	150	-
7 Mar	716	56	376	121	57	106	-
8 Mar	783	40	333	87	235	88	-
11 Mar	958	-	629	85	93	151	-
12 Mar	581	-	364	35	45	137	-
13 Mar	733	-	427	70	86	150	-
14 Mar	579	-	373	35	-	171	**

3. Park of Operating Railroad Cars.

28 February 76,951 cars
 4 March 74,357 cars
 8 March 76,150 cars
 12 March 74,159 cars
 14 March 74,816 cars

Comment.

The present report indicates that the differentiation between service stocks and railroad emergency reserve has also been eliminated, apparently effective March 1951.

While the stocks of hard coal are on the decrease, stocks of brown coal are rising slightly. Coal stocks available are adequate for approximately six days. Approximately 20,000 tons of coal are consumed daily by locomotives, a rate which can be considered normal. The coal dust situation seems to have been improved slightly.

** Comment. In March 1951 the backlog of loaded cars awaiting dispatch has decreased as compared with the situation in February.

However, a steady development in this field is not indicated by the information obtained.

*** Comment. The number of operational railroad cars available is still below the required daily average of 80,000 cars, as was intermittantly reached previously.

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